(c) whether Government would consider to recover the DESU arrear bills in instalments since a large number of consumers are low paid Government employees?

THE MINISTER OF ENERGY WITH ADDITIONAL CHARGE OF THE MINISTRY OF CIVIL AVIATION (SHRI ARIF MOHD. KHAN): (a) and (b) According to DESU, the electricity Bills for old connections in the Aram Bagh area are being issued regularly. The bills of 172 new connections energised during December, 1989 to 22-6-1990 will be sent to the concerned consumers by the end of August, 1990. The position of billing in Vasant Vihar is also regular, except in the cases of new connections where the issuing of the first bill takes a longer time due to completion of a number of procedural formalities.

(c) According to DESU, in the event of delay in the issue of bills, the request of the consumers for making payment in instalments is accepted by them.

Expert committee report on Westland Helicopters

920. SHRI CHATURANAN MISHRA:
SHRI GURUDAS DAS GUPTA:

Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether the high level expert committee headed by Dr. S. A. Hussainy, Dirtector Technical Development and Production (Air) has submitted its report and has stated that Westland helicopters suffered from design and manufacturing defects resulting in loss of their operational reliability;

(b) whether Government have examined the report;

(c) if so, what are the main features of the report; and

(d) by what time Government are likely to implement the same?

THE MINISTER OF ENERGY WITH ADDITIONAL CHARGE OF THE MINISTRY OF CIVIL AVIATION (SHRI ARIF MOHD. KHAN): (a) to (d) After examination, the recommendations of the Hussainy Committee have been accepted by the Government and are under implementation. Copies of the report have been placed in the Parliament House Library.

Leasing out of A-320 aircraft by Indian Airlines

921. SHRI M. M. JACOB:
SHRI MOHINDER SINGH LATHER:
DR. BAPU KALDATE:

Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether it is a fact that Indian Airlines is going to lease out the grounded A-320 aircraft to avoid further losses;

(b) whether Government have floated global tenders in this behalf; if so, the response received so far; and

(c) how far Government are justified to give permission to Indian Airlines to lease out these planes to other airlines when these planes have been grounded due to fault in the system which may result in the loss of human lives if operated?

THE MINISTER OF ENERGY WITH ADDITIONAL CHARGE OF THE MINISTRY OF CIVIL AVIATION (SHRI ARIF MOHD. KHAN): (a) and (b) No proposal to lease out A-320 aircraft is presently under consideration.

(c) Does not arise.

Private sector particiaption in power generation

922. SHRI SHANTI TYAGI:
SHRI KRISHNA KUMAR BIRLA:
SHRI JAGADISH JANI:
SHRI GURUDAS DAS GUPTA:

Will the Minister of ENERGY be pleased to state:

(a) whether it is a fact that Government have invited private sector participation in power generation and distribu-

(b) if so, what are the details thereof and the terms offered by Government to them for taking part in power generation;

(c) whether any expert group was appointed to go into the question of private sector participation in power generation; and

(d) if so, what are the details in this regard and outcome thereof?

THE MINISTER OF ENERGY WITH ADDITIONAL CHARGE OF THE MINISTRY OF CIVIL AVIATION (SHRI ARIF MOHD. KHAN): (a) Yes, Sir.

(b) to (d) A Working Group headed by the Member (Economic & Commercial), Central Electricity Authority and comprising representatives of both Government and the private sector was constituted by the Government in 1987 to examine the question of encouraging participation of the private sector in power generation. The Government have since accepted the main recommendations of the Working Group. The details of the incentives offered by the Government to encourage private sector participation in generation, supply and distribution of power are given in the enclosed Statement.

Statement

— Debt equity ration has been raised upto 4 : 1.

— Increase in the prescribed rate of return for the licencees has been approved from the existing 12 per cent to 15 per cent.

— Capitalisation of interest during construction has been permitted at the actual cost (instead of at present 1 per cent above the Reserve Bank rate) for the initial project as well as for the subsequent expansions.

— Period of initial validity of the licence has been increased to 30 years from the existing 20 years and subsequent extension for 20 years on each occasion.

— Exemption to private licencees from obtaining clearance under the MRTP Act has been approved.

— To ensure additional resource mobilisation, it has been proposed that atleast 60 per cent of the outl is to come from sources other th public financial institutions; a atleast 11 per cent is to co through promoters contribution.

— Private sector companies have be allowed to operate as generati company independently like NTI or in association with Central Go ernment/State Government/SEB.

— Such generating companies are p mitted to sell power on the ba of standardised two part tariff det mined with reference to operatio norms and optional PLF prescril by the Central Electricity Authori Government and higher rate of preciation notified by Central G ernment.

— It is expected that efficient ope tion of the generating compar will bring in better rate of retu for them.

— All licencees/generating compar are to operate within the provisi of Electricity (Supply) Act, 1 and under the discipline of integ ed gird operations.

— To consider encouraging fore private investment in the power tor and include provisions for s participation within the ambit of general policy frame-work of l ralisation of foreign investment the country, it will be necessary as an integral part of liberalisa measures simplification of the cedure for considering applicati for foreign private sector partic tion in the power sector is achie by establishment of a High Powe Board for single point clearance applications in this regard. The P Powered Board would comprise Secretaries of the concerned M tries/Departments in the U Government and co-option of se State Government representative required.

— Captive generating units are b encouraged to sell/distribute sur

power to SEBs on the basis of contractual agreement and standardised two part tariff.

— Necessary amendments to the Electricity Acts are being brought out sortly.

— A Special Cell is proposed to be created in Department of Power to deal with proposals expeditiously for private sector participation.

Recommendations of Ramdass Committee

923. SHRI JAGDISH PRASAD MATHUR:
SHRI KAMAL MORARKA:
SHRI YASHWANT SINHA:
DR. BAPU KALDATE:
SHRI GURUDAS DAS GUPTA:

Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether Ramdass committee appointed after the aircrash of A-320 aircraft at Bangalore has submitted its report;

(b) if so, what are its major recommendations;

(c) whether the Committee had pointed out any technical flaws; and

(d) what discussions the Indian team of experts had with the A-320 manufacturers at Tulouse, and with what results?

THE MINISTER OF ENERGY WITH ADDITIONAL CHARGE OF THE MINISTRY OF CIVIL AVIATION (SHRI ARIF MOHD. KHAN): (a) to (c) Yes, Sir. Copies of the Report are available in the Parliament House Library vide Index No. 621.13252R.

(d) A team of Indian Airlines officials had gone to France to discuss matters pertaining to delivery of A-320 aircraft. The problem of recurrence of snags was also taken up during the visit.

Re-introduction of Airbus A-320 aircraft

924. SHRI S. K. T. RAMACHANDRAN:
SHRI G. C. SWELL:
MISS SAROJ KHAPARDE:
SHRI M. M. JACOB:
SHRI KAPIL VERMA:
SHRIMATI VEENA VERMA:
SHRI JAGESH DESAI:
SHRI VIREN J. SHAH:
SHRI RAJUBHAI A. PARMAR:
SHRI M. VINCENT:

Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether a decision has since been taken to put into service the 14 grounded Airbus A-320 aircraft of the Indian Airlines fleet in a phased manner; if so, what are the details in this regard;

(b) what are the circumstances which led in changing the decision to lease out/sell these aircraft;

(c) whether the Court of Inquiry which was appointed to go into the causes of the Bangalore aircraft involving an A-320 aircraft has since submitted its report; if so, the findings thereof;

(d) if the answer to part (c) above be in the negative, what are the reasons for taking such a hasty decision to re-induct the aircraft before the report is out;

(e) what additional intra-structure would be provided for safeflights and landing of the sophisticated aircrafts; and

(f) what is the estimated loss suffered by the Indian Airlines due to the grounded of A-320 aircraft?

THE MINISTER OF ENERGY WITH ADDITIONAL CHARGE OF THE MINISTRY OF CIVIL AVIATION (SHRI ARIF MOHD. KHAN): (a) and (b) A Technical Committee under the Chairmanship of Air Marshal S. S. Ramdas was appointed to evaluate the state of preparedness of Indian Airlines for safe operation of the A-320 aircraft. The Committee has submitted its interim and final reports